him when he followed Mr. Bland and spoke in favor of the appointment of a special committee. He likened the Committee on the Chesapeake and its Tributaries to a school class, and asked Mr. Bland, as one of its pupils, certain questions in relation to the oyster revenues, which the Delegate from Portsmouth was not able to satisfactorily answer. Mr. Minter then declared that this particular pupil did not know his lessons, and that was the trouble with the whole class, though they had gone over the same course many years. They were not dillegent pupils, and should all be kept in after class.

Mr. Watkins was in favor of the appointment of a special committee. The pointment of a special committee. The Committee on the Chesapeake and its Tributaries was composed, with one or two exceptions, of members from the First and Second districts, whose constituents were interested directly in all matters of legislation in regard to the

DID NOT KNOW HIS LESSONS.

Mr. Minter carried everything before him when he followed Mr. Bland and

matters of legislation in regard to the oyster industry.

Mr. Charles M. Wallace, Jr., made a vigorous speech in favor of the substitute.

Mr. Diggs was in favor of postponing the consideration of the resolution until a week or ten days had been given the Committee on the Chezapeake and its the law's repeal, but on the vote ster his bill to its engrossment and nate passed a number of bills, them being measures adopted Tributaries to prepare suitable measures

cting the oyster revenues. The House took a decisive step in the of oyster legislation, appointing appointing a special committee. This action was no discourtesy to the Committee on the Chesapeake and its Tribucommittee of ten to draft meaking to an increase of revenue taries, and was taking nothing from them. The latter could prepare the bills and present them, and if they were better than those drafted by the special commit-tee, then the House could adopt them in preference to those of the latter. Spe-cial committees had been appointed belarging the powers of the Rich-Traction Company. It may be raid this action generally means the fore, and no exceptions were taken.

Mr. W. H. Mann then called the pending question, and the resolution of Mr.

Allen was adopted by a vote of 60 to 20.

AMEND THE OYSTER LAWS. lowing bills were introduced and Mr. Charles T. Bland introduced a bill and duties of the Board on the Chesa-

ppropriate committees: James (No. 151): To provide for uses of the boards of directors ate hospitals. Opie (No. 152): To amend and r. Blakey (No. 153): To declare a portion of ground in York river the counties of Gloucester and

shall have authority, and it shall be his duty to use the steamers or vessels be-

structions of said Chief Inspector in the

bearing upon the oyster industry in Vir ginia and other States, and embody the same, together with such suggestions as

he may deem pertinent, in his reports to "the Board on the Chesapeake and its Tributaries." And before entering upon his duties as Chief Inspector, he shall en-ter into a bond, with approved security.

in a sum to be fixed by "the Board en the Chesapeake and its Tributaries" con-ditioned for the faithful performance of

his duties for the prompt collection and payment to the State of all sums col-

THE RELEASE OF MINORS.

Dr. Winston introduced a companion measure to his bill in regard to the Prison Association of Virginia, providing that the latter shall release from custody,

upon the request of guardian or parent

any minor who has not been convicted and sentenced to a term of imprisonment at the institution. It also provides that the State shall not bear the expenses

of conducting a minor to the institution when such minor has not been convicted

Mr. Willard introduced a bill to repeal sections 24 and 67 of the Code of Vir-

ginia in relation to time within which admission to record may be in certain

Mr. Parks introduced a bill to correct certain typographical errors in the act providing for the license tax of boarding-

Mr. J. S. Craig introduced a bill to provide for the method of voting Lv bal-lot. The measure is an exact copy of the Craig election bill, introduced at the

Mr. Kizer introduced a bill requiring all

heads of departments to have their print-

Public Printing.

Mr. Galleher introduced a bill to amend and re-enact section 603 of the Code with reference to the collection of taxes. This

amendment to the act provides that should it come to the knowledge that

should it come to the knowledge that any such person or persons owing such taxes or levies is moving or contemplates moving from the county or corporation prior to the 1st day of December, he shall have power to collect the same, by distress or otherwise, at any time after such bills shall have come into his hands.

OTHER BILLS REFERRED.

The following bills were introduced and

referred to the proper committees:

By Mr. Reddy: For the relief of the
estate of John H. Knowles, deceased,
By Mr. Surgner: For the relief of Nosh

Wallace. By Mr. Maupin: Amending section 2570

of the Code in relation to working coal and other mines near land of another

without his consent.

Scott county.

By Mr. Garnett: To authorize the Auditor of Public Accounts to draw warrants in favor of W. L. Garnett.

By Mr. Carter: For the relief of James H. Hanmond, a Confederate soldier, of

By Mr. Pendleton: For the relief of Mr. George Clendon, of Louisa county, for taxes erroneously paid.

By same: For the relief of John S. Swift, a deputy collector of taxes for the

By Mr. Willard: To amend and re-enact

PLACED ON THE CALENDAR.

ing done through the Superintendent of

lected by him as Chief Inspector.

late Treasurer of Wise county, me to collect certain tax-tickets. ING LIQUOR TO STUDENTS.

it if Mr. Morris would make

LIQUOR TO STUDENTS.

SENATE REFUSES TO REPEAL THE

WANT MORE REVENUE FROM OYSTERS

Lively Discussion Over the Proposi-

tion for a Special Committee to Consider Needed Legislation-To Palarge the Governor's Staff.

The General Assembly considered a

targe number of bills yesterday, and took

Work of the Senate.

natural oyster-rock.

enate was opened with prayer by C. Garrison, the Lieutenant-Gov-

Claytor (No. 155): To authorize

ection on many, but only two or of these were of great importance.

ting the sale of liquor to minors,

LAW PROHIBITING ITS SALE.

nous in opposing the repeal of of Hampden-Sidney College, at the law be unchanged.

is again urged the passage of He said he had no personal the matter, he only represented ent students from getting whis-was the cause of constant viola-law by whiskey-dealers. The that characterized so many men moral question was raised had college faculties and the Vir-

far in this statement. As chairds said he had voted against fareporting the bill because he the present law wise and just. e on the engrossment of the bill

oes, 28; ayes, 1, outlon of Mr. Claytor to reconsider ote by which Senate Bill No. 37, for clief of C. B. Bramer and others rejected, was passed by.

HOUSE BILLS PASSED. mend charter of the Board of Trus of the Baptist Orphanage of Virginia, amend charter of Mary F. Ballen-

orporate the Christian Women's dission of Richmond. corporate the Norfolk Bicycle

mand section 2. Chapter 633, Acts in relation to tax on building and

S-nate bill to legalize primary elec-a Charlottesville was passed under

spension of the rules. SENATE BILLS PASSED. Othorize the clerk of the Clintwood

Board, Dickinson county, to take hool District to issue bonds

bill to repeal sections 268, 2020, 2000, and to define what shall constitute ful fence, was made the special or-or January 20th at 12:30 o clock. House of Delegates.

House was called to order at noon

Speaker Ryan, and the proceedings opened with prayer by Rev. Dr. J. er, of Manchester, rais renewed his motion of the is day, to reconsider the vote by the Diggs resolution was passed, if for submitting to the

for submitting to the Committee the consideration of affecting the revenue derived oyster industry.

Allen, of Pittsylvania, offered the resolution as a substitute: ved. That a special committee of from each congressional dis-

Virginia, be appointed by the of the House of Delegates to consideration and report to this what legislation is necessary to and the said committee is au-to report by bill or otherwise." option of the Diggs resolution reconsidered and defeated. The now came up for consideration, sed quite a lively discussion. alg asked that the Committee on

By Mr. Willard: To amend and re-enact section 7 of an act entitled an act to incorporate the Potomac River Power Company, approved January 21, 1896.

By Mr. Goad: For the relief of Martha Shockley, the widow of a Virginia soldier of the Confederate army.

By Mr. Wharton: For the relief of W. C. Horton from the payment of a fine and cost imposed by the County Court of Floyd county. a week or ten days, at they ow preparing several bills, which

d from the oyster industry.
Parks was opposed to indulging formmittee. For twenty years the lave been indulgent. Half of recent session would have ressed of Floyd county.

By Mr. Barley: To repeal section 2467
of the Code in reference to the admission of writings to record. The following bills were introduced, and take Laxative Bromo Quinine Tablets.

All druggists refund the money if it falls to cure. 25c. The genuine has L. B. Q. on each tablet.

"I Do Nothing

for my cold; let it wear itself out," you say. It is more likely to wear you out,

Duffy's Pure Malt Whiskey,

the famous medicinal stimulant. Why

school boards of the county of Prince George to expend any part of surplus district school funds for pay of teachers. By Mr. Maupin, of Henrico (No. 110): Amending and re-enacting sections 1, 2, 3, 4, and 12 of chapter 398, Acts of Assembly, 1895-'95, approved February 29, 1896, to legalize primary elections in Henrico county.

To amend and re-enact section 5 of an act, entitled an act to extend the boundaof the city of Norfolk, approved February 22, 1830. By Mr. Booker, of Nansemond (No.

112): To repeal an act entitled an act to provide for working and keeping in repair the roads and bridges in Nanse-By Mr. Ryan (No. 113): To incorporat

the trustees of Lovittsville Council, 1, Jr. O. U. A. M., of Lovittsville. Va. By Mr. Willard, of Fairfax (No. 119): To amend and re-enact sections 2, 6, and 7 of an act entitled an act to provide for the erection, rebuilding, and repairing of bridges in Fairfax county, approved January 16, 1896. By Mr. Hicks (No. 115): To authorize the City Council of the city of Roanoke.

L. to redeem the bonds of the town Roanoke, amounting to the sum of \$15,000, outstanding under the provisions of the charter of the town of Roanoke, drawal of capital or the payment of divi-

as amended and re-enacted by an act approved December 22, 1897. By Mr. Wellford, of Richmond county (No. 117): To provide for the working and keeping in repair the public roads and of Richmond.

bridges in the county of Richmond.

By Mr. Bauserman, of Shenandoah (No.
118): To provide for the establishing, altering, and building the public roads and bridges in the county of Shenandoah. and for working and keeping the same

TRACTION COMPANY'S BILL. The bill enlarging the powers of the Traction Company came up on its pas-

offered by Colonel Barley, of Alexandria: and said corporation may not, with its track or tracks at the same level, cross tion at the track or tracks of any railroad generally operated by steam, except within the corporate limits of the cities of Richits track or tracks above or depress the earance for the trains and operation any such railroad, as well as of the or person using the tracks of the corpo-

Mr. E. C. Folkes opposed this amend-ment, declaring that it was imposing a hardship upon the company which should not be made to bear.

Dr. Winston, of Hanover, moved to postpone the passage of the bill in order that he might have time to consider its provisions, so far as they affected his

Mr. Willard moved that the bill be re-committed. Messre. Anderson, Reddy, and Owen vigorously opposed this motion, but it was adopted.

HOUSE BILLS PASSED. Limiting the time in which warrants drawn by the supervisors, school boards,

and county shall be paid.

To extend the time within which the
Norfolk and Atlantic Terminal Company may commence to construct and within which it may finish the toll-bridge over Tanuer's creek, permitted and authorized by chapter 88 of the Acts of Assembly of 1896 and 1896, approved January 18, 1896, THE GOVERNOR'S COLONELS.

When the bill increasing the Gover-nor's staff from seven to eighteen came up on its engressment there was con-siderable discussion, most of it being car-ried on in a good-natured manner, howried on in a good-natured manner, how-ever. There was a good deal of talk as to the "gold braid and lace" of the colo-nels, but the sentiment was that so long as the State did not have to bear any of the expenses made necessary by the staff, as many of these officers might be appointed as the Executive thought, de-sirable. Mr. Duke was willing that the number be increased to thirty-six. sirable. Mr. Duke was willing that the number be increased to thirty-six. He pointed out the effect this array of colonels would have on foreign nations, when questions of a war with this country was being agitated. He declared that when being agitated. they learned that Virginia had thirty-six colonels, it would scare them off alto-

Mr. Pilcher reminded Mr. Duke that these colonels were not "line officers," and would not be called upon to go to the front in case of war. Moreover, he said foreign nations understood that they had nothing to fear from colonels created by nothing to lear from colone's created by legislation. When these pleasantries ceased the body considered the question in a more serious light, and took up an amendment which had been offered by Mr. Saunders, providing that no funds of the State should be drawn upon to defray any of the expenses of the staff. Messrs. T. D. Jennings, Pilcher, and Bur-ley opposed this. They thought if the Governor deemed it best to use a portion Governor deemed it best to use a portion of the contingent fund to defray any expenses, travelling or otherwise, made necessary by the staff being called upon on state occasions, he should be allowed to do so. Mr. Saunders thought the contingent fund was an important one, and not to be used for any and everything. It was to be used in cases of emergency when other funds were not immediately. other funds were not immediately when other funds were not immediately available. Moreover, Governor Tyler had expressed himself as opposed to so many State officials, and he had no doubt that he would favor this very amendment. The Executive certainly would not take any offence at the action of the House in adopting the amendment as some gentlemen supposed. Mr. Cooke took the same view, as did

also Mr. Switzer. The amendment was then adopted, and the bill ordered to its Many Thousands Paid in Interest.

Second-Auditor Josiah Ryland and his clerical force have been kept busy for several days paying the semi-annual interest on the various bonds issued by the State. Up to date there has been paid on coupon bonds \$122,685, and on registered bonds \$146,600, making a total of \$275,685 paid out. There is yet to be paid about

To Cure a Cold in One Day.

AN ORDINANCE TO GRANT THE VIR-GINIA ELECTRIC COMPANY, OF BALTIMORE CITY, PERMISSION TO ERECT POLES AND RUN WIRES ON THE STREETS AND ALLEYS OF THE CITY OF RICHMOND, AND TO CONSTRUCT SUBWAYS THERE-UNDED FOR THE PURPOSES OF FURNISHING LIGHT AND POWER BY ELECTRICATED DESCRIPTION OF THE PURPOSES OF THE PURPOSE OF TH BY ELECTRICITY. (APPROVED DE-

BY ELECTRICITY. (APPROVED December 23, 1897).

Be it ordained by the Council of the City of Richmond:

1. That the Virginia Electric Company, of Baltimore city, whose present officers are: President, F. C. Todd; Vice-President, W. J. Cross, Directors—F. C. Todd, W. J. Cross, A. D. Babson, Robert Molinard, and Isaiah Pierce, Jr.; Secretary and Treasurer, A. D. Babson; be, and it is hereby, authorized to erect poles and run wires over, and construct conduits, and run wires therein, under and along the streets and alleys of the city of Richmond to furnish and supply electric-light and power, upon the conditions, provisions, and limitations herein set forth, and under those also set forth, as may be applicable hereto, in the ordinance entitled "An ordinance as to the joint use of poles erected in the streets and alleys of the city of Richmond for the support of wires used in connection with the transmission of electricity," approved Sep-

ther 10, 1855.

The city also reserves the right to rere, at any time, or from time to time,
er the expiration of five years from
date of the approval of this ordinance,
the remove its poles and

the date of the approval of this ordinance, the said company to remove its poles and wires from the streets, or any number of them, herelnafter specified, and to run all its wires thereon in conduits.

3. The streets referred to in the preceding section are as follows: Broad street from west side of Adams to east side of Niath street; on Ninth and Seventh streets from Broad to Cary streets; Bank street from Ninth to east side of Twelfth street; and on Main and Cary streets from Seventh to east side of Fourteenth street.

street: and on Main and Cary streets from Seventh to east side of Fourteenth street.

4. The privileges herein granted are given upon the further condition that the city shall have the right, from time to time, after the expiration of six years from the date of the approval of this ordinance, to require upon the same terms and provisions, that the company shall remove its poles and wires from other streets or squares in addition to those above specified, and run its wires in conduits therein at the rate of not more than two squares per year. The city may require such work to be done annually, or it may require the aggregate number of squares for several years to be done at one time for the then current year and those preceding it.

5. Whenever the city shall order any of the changes contemplated in the three preceding sections to be done, it reserves the right to require each company to construct its own conduits and its own manholes, or its own conduits with joint manholes, or all or any number of them to construct and use jointly the necessary conduits and manholes. All conduits shall be built with a capacity of at least is per cent, larger than the company, or companies, then to use them shall need for its or their wires; and the manholes shall be at least 20 per cent, larger, as the city reserves the right to require the company.

neer, to determine by arbitration the proportions of initial cost to be borne, or of
the costs of maintenance or repairs, or of
the repayment to the city of any costs
or damages paid by it on account of any
suit brought against it for injury to persons or property in the construction or
use of the same, or to determine the
terms under which the same can be used
by each company building the same, or
afterwards using the same, the arbitration conducted in accordance with the
provisions of section 4 of the ordinance
entitled "An ordinance to require the removal of poles and wires from overhead
in certain streets, and for the construction and using of conduits in certain
streets," approved September 10, 1885. By
such arbitration, if necessary, shall also
be determined as to who and how the

to be a separate offence.

6. The Committee on Streets may require the said company to use and occupy the poles Iready erected by some other person or company, or which shall hereafter be erected before the running of the wires upon such route. Each route shall be first determined on by the Committee on Streets before any poles are erected, conduits constructed, or wires run.

mittee on Streets before any panes are received, conduits constructed, or wires run.

7. Whenever two companies shall desire at the same time to erect poies and run wires along the same route or rates, they shall use, as far as the Committee on Streets shall deem practicable, the same poles; the proportion of initial cost to be borne, and the subsequent cost for repairs or maintenance, or for indemnifying the city for any costs or damages to which she may be subjected by reason of the negligent use or maintenance of said poles and wires, as shall be determined by agreement, if possible; and if not, by arbitration, as heretofore designated as to conduits and manholes.

8. The privileges herein granted shall continue for thirty years from 'he date of the approval of this ordinance.

9. Whenever the privileges herein granted shall terminate, the said company may be required, upon thirty days' notice, to move the poles and wires and conduits from the streets and alleys, and, within the time prescribed by the Committee on Streets, restore the same where disturbed to a condition similar to the surrounding street or alley.

10. The Council of the city of Richmond reserves the right to impose such other regulations, conditions, and requirements as it may, from time to time, deem proper.

11. The privileges herein given are

as it may, from time to time, deem proper.

11. The privileges herein given are granted also subject to the provisions and conditions contained in the ordinance entitled "An ordinance to require the removal of poles and wires overhead in certain streets, and for the constructing and using conduits in certain streets, and for the constructing and using conduits in certain streets, approved September 19, 1885, except so far as the conditions and requirements of said ordinance are herein modified.

12. The privileges herein given are also granted upon the following conditions:

1. That the said the 'urginia Electric Company, of Ealtimore city, will within one year from the date of the approval of this ordinance, begin, in a manner satisfactory to the City Engineer, to construct and erect such hydraulic work in and near James river as may be necessary to furnish water-power to 'roduce not less than 2,000-horse-power of electricity for the rurnishing of electric power and light.

2. That it will continue, to the satisfaction of Said Engineer, to push towards completion such work usril the said company shall be ready to furnish electric-power for the generation of light and power, or to furnish electric-ight or power.

3. That it will, within two years from the passage of this ordinance, have its

power for the generation of light and power, or to furnish electric-light or power.

5. That it will, within two years from the passage of this ordinance, have its hydraulic work so far completed as to be ready, in the opinion of the City Engineer, to begin erecting poles and running wires under this ordinance for the furnishing of electric-light and power.

4. That it will, within twenty-two months from the passage of this ordinance, file with the City Treasurer a bond for \$10,000, issued either by the city of Richmond or by the United States, payable to the Treasurer of said city, to be held by him on the following conditions: First, that it will within two months from the filing of said bond have all of its hydraulic work sufficiently completed as to be ready to furnish electric-power to the extent or not less than 2,000-horse-power, and have its power-house or houses sufficiently completed and equipped to generate and furnish electric-power to the extent of at least 2,000-horse-power. Second, that it will, on or before the expiration of said two months, begin to erect the poles and run the wires authorized under this ordinance, and will continue diligently and to the satisfaction of said City Engineer to erect and run a sufficient number of poles and wires to furnish light and power on or before the expiration of the six months succeeding the expiration of said two months to any and all persons and manufacturers desiring the same, to the extent of at least 2,000-horse-power. Third, that it will, during the same, to the extent of at least 2,000-horse-power. Third, that it will, during the same, to the extent of at least 2,000-horse-power. Third, that it will, during the same, to the extent of at least 2,000-horse-power on the six months obey each and every provision of this ordinance.

ance.

If. at the expiration of said six months, the company shall not have done and performed each and every condition and requirement above stated, then the said hond shall become and be the absolute property of the city. But if, at the expiration of said time, the company shall have performed each and every condition and requirement, the City Council shall order the said Treasurer to surrender the

The Bell Book and Stationery Co., Publishers, Booksellers, and Stationers.

TO THE BUSINESS-MEN OF RICH-

The first of the year is here, and you need a LEDGER, JOURNAL, DAY-, CHECK-, CASH, OR BILL-BOOK. We know of no better time to make your purchases than NOW, and no other house THAN THE BELL BOOK AND STATIONERY COMPANY, 728 EAST MAIN STREET,

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Ruled Book on short notice. We guarantee FIRST-CLASS work and Come and look at our FLAT-OPENING

LEDGERS AND JOURNALS.
ESTIMATES FURNISHED for all kinds of Blank-Books and Printing.
DIARIES AND MEMORANDUM CAL-ENDER PADS FOR 1898.

The Bell Book and Stationery Company, 728 east Main street.

Mr. JACK ENGLISH, formerly with

J. W. Randolph & English, will be glad to welcome his friends at this house, and to be favored with their orders, either in person or by mail, which will have prompt attention.

(ja 2-Su,W&F)



Billiard. Pool, and Figeon-Hole Tables, New, Remodelled, and Second-Hand (all makes). Lowest Prices, Easy Terms. Dean's Billiard and Pool-Table Cushions, The Livest, Quick-Est and Truest in the world. All kinds Billiard and Pool-Table supplies. Best grades Cloth, 88.59, \$10.50 and \$12.50, for both Bed and Rails; Cues, \$2.75, \$3.50, \$4.50 and \$6 per dozen and upwards; best Cue Tips, 85c. per box of 100, assorted sizes; fancy stripe Pool Balls, \$8.50 to \$12.50 per set. The Dran Pool Balls, \$8.50 to \$12.50 per set. Best Billiard Chalk, 75c. per gross; Red Leathers, 40c. per set; green Pool-Table Pockets, with fringe, \$1.50 and \$2 per set. Dean's Fancy Leather Pockets will outlast three sets of any other kind—\$2.25 per set, with fringe.

Pool Table Pockets, with fringe, \$1.50 and \$2 per set. Dean's Fancy Leather Pockets will outlast three sets of any other kind—\$2.25 per set, with fringe.

TABLES OVERHAULED AND PUT IN PERFECT ORDER. Pigeon-Hole and Bagatelle Tables, Bar Fixtures, Beer-Drawing outfits. Billiard and Tables made into Pool or Combination Tables. Rowling Balls and Ten Pins. Hy Billiard and Pool Tables are not surpassed by any other make for accuracy and perfection.

Orders will have my prompt attention.

STREET STATION.

S:50 A. M., Dany, when Parior cat, for Norloik, Portsmouth, Old Dominion Steamships for New York.

9 Point, Newport News, and principal stations, Connects all with Old Dominion Steamships for New York.

3:40 P. M., Dally, with Pullman, for local stations, Newport News, Old Point, Norloik, and Portsmouth, Old Dominion Station, Carlotteville, for Lynchburg; at Basic for Hagerstown.

STREET STATION.

S:50 A. M., Dany, when Parior cat, for Norloik, Portsmouth, Old Dominion Steamships for New York.

10:40 P. M., Dally, with Pullman, for local stations, Newport News, Old Point, Norloik, and Portsmouth.

10:50 A. M., Dany, when Parior cat, for Norloik, Portsmouth, Old Point, Norloik, and Point, Norloik, and Point, Norloik, and Portsmouth.

10:50 A. M., Dany, when Parior cat, for Norloik, Portsmouth, Old Dominion Steamships for New York.

3:40 P. M., Dally, with Pullman, for local stations, Newport News, Old Point, Norloik, and Point,

STREET-CAR TICKETS.

ON AND AFTER SEPTEMBER 9th the sale of tickets in lots of 25 for

\$1 will be discontinued. Conductors will continue to sell tickets at the rate of 6 for 25c. SCHOOL TICKETS

will hereafter be sold to school children only at the company's children only at the offices, foot of Seventh street and corner of Twenty-ninth and P streets. Pupils desiring them will be required to present certificate covering the sent certificate covering the properties of the properties

RICHMOND RAILWAY & ELECTRIC CO.

PROPOSALS.

Office of City Engineer, City Hall,

Richmond, Va., January 5, 1839.

SEALED PROPOSALS WILL BE RECEIVED at this office till MONDAY,
January 17th, at 4 o'clock P. M., for
FURNISHING AND DELIVERING TO
ANY POINT IN THE CITY VITRIFIED
CLAY PIPES, BRANCHES, &c., during
the year.
Explanations can be obtained at this
office. All proposals to be accompanied
by a certified check for \$200.

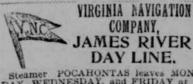
The Committee on Streets reserves the
right to reject any or all proposals offered.

S. EDWD. BATES,
ja 5.7.9.11,13,15,&16

PROPOSALS.
Office Superintendent Gas-Works,
Richmond, Va., December 28, 1837.
SEALED PROPOSALS FOR FURNISHING THE CITY OF RICHMOND
WITH 500 ARC ELECTRIC-LIGHTS, of
not less than 1,200 candle-power, with the
privilege of increasing the number to 600,
for lighting the streets of Richmond for
a term of three years, from the 15th day
of April, 1898, with the privilege of extending the said contract for two years,
if so desired by the city, will be received
until

until
SATURDAY, JANUARY 15, 1898,
AT 12 O'CLOCK NOON,
in Room 9, City Hall.
The City Council reserves the right to
reject any or all bids.
Bids must be marked "Proposals for
Electric Lighting," and addressed to the
undersigned.
WILLIAM P. KNOWLES,
Superintendent Gas-Works.
ja 2-Su.W&F5t

DEPARTURE OF STEAMERS.



Steamer POCAHONTAS leaves MONDAY, WEDNESDAY, and FRIDAY at 7 A. M. for Norfolk, Portsmouth, Old Point, Newport News, Claremont, and James-river landings, and connecting at Old Point and Norfolk for Washington, Baltimore, and the North.

State-rooms reserved for the night at moderate prices.
Electric-cars direct to the wharf. Fare, only \$1.50 and \$1 to Norfolk. Music by Grand Orchestrion.
Freight received for above-named places and all points in Eastern Virginia and North Carolina. IRVIN WEISIGER,
General Manager.

A. H. Drewry, President. DHILADELPHIA, RICH-

MOND AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days: Every TUES-DAY, FRIDAY, and SUNDAY at daylight.
Freight received daily until 5 P. M.
Fare (including meals and berth), 36 on Friday's and sunday's steamer.
For further information apply to J. W. M'CARRICK.
General Southern Agent; office Rocketts.
W. P. CLYDE & CO.,
10 6 General Agents, Philadelphis.

RAILROAD LINES

AT 12 O'CLOCK NOON. LEAVE BYRD-STREET STATION.

4:10 A. M., Dany, for Washington and points North. Stops only at Milrord and Freedricksburg. Pullman Sleepers to New

liman car. ngton and point Stops at Elba, Ash

ford, Woodslane, Guinea, Summit, Fredericksburg, Brooke, and Widewater. Puliman car. Daily, except Sunday, for Washington and points North Stops at Elba, Glen Allen, Ashland, Dosweit. Miliford, Fredericksburgh

Allen, Ashland, Doswell,
Milford, Fredericksburg,
Hrooke, and Widewater,
Parlor car. Also, connects
with Congressional Limited
at Washington,
Daily, for Washington and
points North, Stops at Elba,
Ashland, Doswell, Milford,
Fredericksburg, Brooke, and
Widewater, and other stations Sundays, Pleeper, Richmond to New York.

ARRIVE BYRD-STREET STATION.

S:40 A. M., Daily. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba, and other stations Sundays. Sleeper, New York to Richmond.

2:45 P. M., Daily, except Sunday, Stops at Widewater, Brooke, Fredericksburg, Summit, Guinea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen, and Elba, Parlor car from Washington.

7:10 P. M., Daily. Stops only at Fredericksburg, Doswell, and Ashland, and Elba, Pullman cars from New York.

8:36 P. M., Daily. Stops at Widewatei, Brooke, Fredericksburg, Summit, Guinea, Woodslane, Milford, Penola, Ruther Glen, Doswell, Taylorsville, Ashland, Glen Allen, and Elba. Sleepine-car.

FREDERICKSB'G ACCOMMODATION. (Daily except Sunday.)
4:00 P. M., Leaves Byrd-Street Station.
8:30 A. M., Arrives Byrd-Street Station.

ASHLAND TRAINS.

(Daily except Surday.)
6:42 A. M., Leaves Eiba.
6:40 P. M., Leaves Eiba.
6:40 P. M., Arrives Eiba.
6:0 P. M., Arrives Eiba.
C. A. TAYLOR, Traffic Manager,
E. T. D. MYERS, President. no 25 CHESAPEAKE



OHIO RAILWAY.

TRAINS LEAVE RICHMOND, BROAD-STREET STATION.

gerstown.

2:15 P. M., Daily, with Pullmans to Cincinnati, Louisville, and St.
Louis. Stops only at important stations. Meals served
on Dining-cars. No. 7, Local
Train, except Sunday, foilows above train from Gordonsville to Staunton.

5:30 P. M., Accommodation except Sun-

lation, except Sun-20:30 P. M., Daily for Charlottesville, F. F. V. Palle Daily for Cincinnati, with Pullmans to Hinton, W Va., and Gordonsville to Cincinnati and Louisville. Meals served on Dining-cars. Connects at Staunton, except Sunday, for Winchester, Va., and at Covington, Va.

TRAINS ARRIVE AT RICHMOND, EROAD-STREET STATION.

S:20 A. M., Dany, from Cincinnati,
11:15 A. M., Daily, from Norfolk and Old
Point.
3:30 P. M., Daily, from Norfolk and Old
Point.
6:50 P. M., Daily, from Norfolk and Old
Point.
7:45 P. M., Except Sunday, from
TRAINS ARRIVE EIGHTH - STREET
STATION.
8:50 A. M., Except Sunday, from Columbia.
6:20 P. M., Daily, from Lynchburg and
Clifton Forge, and, except
Sunday, from Lexington and
White Hall.
JOHN D. POTTS,
Assistant General Passenger Agent.

DEPARTURE OF STEAMERS. OLD DOMINION

STEAMSHIP COMPANY.

DAILY LINE

NEW YORK.



Passengers can leave Richmond DAILY via Chesapeake and Ohio railway at 8:50 A. M., or Richmond and Petersburg railroad (Norfolk and Western route) 9 A. M., connecting at Norfolk with Old Dominion Line steamer, sailing same evening for New York. ALL-WATER ROUTE.

ALL-WATER ROUTE.

Steamship Old Dominion leaves Richmond every Monday at 5 P. M. for New York via James river.

Tickets on szle at Richmond Transfer Company's, 93 cast Main street; Chesapeake and Ohio railway, and Richmond and Petersburg railroad depots, and at company's office, 1212 cast Main street, Richmond. Raggage checked through. FREIGHT

for New York and an points beyond can be shipped by direct steamers, sailing from Richmond every MONDAY AND FRIDAY at 5 P. M., also, by steamer leaving Richmond WEDNESDAY 5 P. M. for Norfolk, connecting with steamer for New York.

Manifest closed one hour before sailing time. Freight received and forwarded, and through bills of lading issued for all northern, eastern, and foreign ports, FROM NEW YORK.

PROM NEW YORK.

Passengers can leave dany, except Sunday, to Norfolk o. Old Point Comfort, connecting with Norfolk and Western railroad or Chesapeake and Ohio railway. Direct steamers (via James-river route) leave every SATURDAY (passenger and treight), and MONDAY (freight only).

Sailing from company's clier, No. 26 North river, foot of Beach street, at 3 P. M. Saturday, 4 P. M. Freight received and forwarded daily, except Sunday.

For further information apply to JOHN F. MAYER, Agent, 1212 east Main street, Richmond, Va. W. L. Guillaudeu, Vice-President and Traffic Manager. New York.

BOOK AND JOB WORK

NEATLY EXECUTED

DISPATCH PRINTING OFFICE

Schedule Effective November 21, 1897 TRAINS LEAVE RICHMOND, VA.

BAILBOAD LINES.

YORK-RIVER LINE VIA WEST POINT. THE FAVORITE ROUTE NORTH. LEAVE RICHMOND.

P. M., No. 18, Baltimore Limited, daily, except Sunday, for West Point, there making close connec-tion on Mondays, Wednesdays, and Fridays with steamer for Balti-more; also, with stage at Lester Manor for Walkerton and Tappa-hannock on Tuesdays, Thursdays, and Saturdays.

ATLANTIC-COAST

TRAINS LEAVE RICHMOND-UNION DEPOT.

DEPOT.

9:00 A. M., Daby. Arrives Peter Surg. M. Stops only at Petersburg. Waverly, and Suffolk Va.

9:05 A. M., Dally. Arrive Petersburg. 250 A. M., Weidon 11:30 A. M., Fayetteville 4:15 P. M., Charleston 10:20 P. M., Savannah 12:30 A. M., Port Tampa 6:20 P. M. Connects at Wilson with No. 47, arriving Goldsboro 3:30 P. M., Wilmington 5:45 P. M. Pullman Sleeper New York to Jacksonville. 7:30 A. M., Poullman Sleeper New York to Jacksonville. 3:42 P. M. Makes all stops. 5:30 P. M. Dally. Local. Arrives Petersburg 6:15 P. M. Makes all local stops, Richmond and Petersburg 7:30 P. M., Dally. Arrives Petersburg 6:15 P. M. Makes all local stops, Richmond and Petersburg 7:30 P. M., Dally. Arrives Petersburg 6:15 P. M., Connects with Norfolk and intermediate points, Emporia 9:10 (connects with A. and D. for stations between Emporia and Lawrenceville). Weldon 9:42 P. M., Fayetteville 1:07 A. M., Charleston 6:02 A. M., Savannah 8:06 A. M., Jacksonville 1 P. M., Port Tampa 9:45 P. M. M. Macon II A. M. Atlanta 12:15 P. M. Pullman Sleepers New York to Wilmington. Jacksonville, Port Tampa, Aiken, Augusta, and Macon.

10:50 P. M., Dally. Arrives Petersburg 11:30 P. M., Lynchburg 1:30 A. M., Richold 11:20 A. M., Pullman Sleeper Richmond to Lynchburg. 8:56 P. M., Dally. Arrives Petersburg 9:31 P. M., Weldon 11:20 P.

N&W Norfolkin Western Schedule in Effect December 5, 1897.

TRAINS ARRIVE AT RICHMOND.

Manor for Walkerton and Tappa-hannock on Tuesdays, Thursdays, and Saturdays, ocal express, Mon-days, Wednesdays, and Fridays, for West Point and intermediate sta-tions. Connects with stage at Les-ter Manor for Walkerton and Tap-pahannock; also, at West Point with steamer for Baltimore, Stops at all stations. O. A. M., No. 46, Local Mixed, Leaves daily, except Sunday, from Vir-ginia-Street Station for West Point and intermediate stations, connect-ing with stage at Lester Manor for Walkerton and Tappahannock.

TRAINS ARRIVE AT RICHMOND.

Steamers leave West Point at 6 P. M. Mondays, Wednesdays, and Fridays, and Raltimore at 5 P. M. Tuesdays, Thursdays, and Saturnays.

days, and Saturnays.

Ticket Office at station, foot of Virginia Ticket Office from 9 A. M. to 6 P. M. street. Open from 9 A. M. to 6 P. M. street. Open from 9 A. M. to 6 P. M. Street. Open from 9 A. M. to 12 A. M. City ticket office 903 east Main street.

J. M. CULP.

Traffic Manager.

Gen. Pass. Agent.

W. H. GREEN. General Superintendent, Washington, D. C.

Washington, D. C. W. WESTRURY, Travelling Passenger Agent, 920 east Main street, Richmond, Va.

Schedule in Effect December 21, 1897

8:56 P. M., Daily, Arrives Petersburg 9:31 P. M., Weldon 11:20 P. M. Makes local stops be-tween Petersburg and Wel-

TRAINS ARRIVE RICHMOND.

4:00 A. M., Dally, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta, and all points South.

8:15 A. M., Dally, except Sunday, Atlanta, Athens, Raleigh, Henderson, Lynchburg, and the West.

derson, Lynchburg, and the West.

8:37 A. M., Dally. Petersburg local.
8:00 A. M., Sunday only, from Atlanta, Athens, Raleigh, Henderson, Lynchburg, and the West.

11:05 A. M., Dally. Norfolk, Suffolk, and Petersburg.
7:15 P. M., Dally. Jacksonville. Savannah, Charleston, Wilmington, Goldsboro', and all points South.
6:55 P. M., Daily. Norfolk Suffolk, Waverly, and Petersburg.
8:56 P.M., Dally. Petersburg. Lynchburg, and the West.
J. R. KENLY. T. M. EMERSON, General Manager. Traffic Manager.
H. M. EMERSON, General Passenger Agent.
C. S. CAMPBELLA.

no 4 Division Passenger Agent.

9:00 A. M., Daily—Richmond and Norfolk. VESTIBULE LIMITED. Second-class tickets not accepted on this train.

9:05 A. M., Daily—THE CHICAGO EXPENS., Tor Lynenburs, Roanoke, Columbus, and Chicago, Pullman Sieper Roanoke to Columbus; aiso, for Radford, Bristol, Knoxville, Chattanooga, and intermediate points.

7:30 P. M., Daily, for Norfolk, Suffolk, and intermediate stations.

10:45 P. M., Daily, for Norfolk, Suffolk, and intermediate stations.

Roanoke, Connects at Roanoke with Washington and Roanoke with Washington and Chattanooga Limited. Pullman Sleepers Roanoke to Memphis and New Orleans.

PULLMAN SLEEPER between RiCHMOND AND LYNCHBURG raady for occupancy at 9 P. M.; also, Pullman Sleeper Petersburg to Roanoke.

Trains arrive Richmond from Lynchburg and the West daily 8:15 A. M., and 8:56 P. M. From Norfolk and the East 11:05 A. M., and Vestibuled Limited 6:35 P. M. Office: 828 Main street.

R. W. COURTNEY.

District Passenger Agent.

General Offices: Roanoke, Va. do 5

be sure to please you.

RICHMOND, BYRD-STREET STATION.

Company will be given prompt attention, and the style of work and prices will

Orders for printing sent to the Dispatch

9:17 A. M., dally. 10:40 A. M., Wednesdays and Fridays